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[20]

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Correspondents must forward their names and

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All letters for publication should be written on

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No anonymously signed communications that have

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The Daily Press.

HONGKONG, June 26th, 1900.

By the time when this appears in print the force which left us in H.M.S. *Terrible* on Saturday, the 16th inst., will either have succeeded in cutting its way through the flat creek-intersected country which lies between Taku and Tientsin, or have added another to the list of failures to relieve the latter town. From two sources, from the official despatch of Admiral Buxton to the home Government and from the intelligence which has reached Shanghai from the north, we know that the Chinese troops have repulsed the attempts made to reach Tientsin from the coast. The Shanghai telegrams furnish the further details that the Russians made the first essay—this we knew before—and that the Germans followed them up, but without effecting any good. The news will be received with astonishment by those who were inclined to ridicule the idea of a stubborn resistance being offered by the Chinese to well-armed European soldiers and marines. But the fact is that the allies have before them a very different lot of men from those who went down before the Japanese in 1895. China has now at her command a vastly increased force of drilled men, specially picked by their European instructors and armed with modern weapons which they have learnt to handle with precision. In view of this fact it seems that the troops of the Powers have attempted to meet them in insufficient numbers, though there would

hardly seem at first sight any necessity for this, considering the number of vessels now in the Gulf of Pechili and the forces stated to be ready for immediate action. It is plain that the numbers of the Russians on the spot must have been exaggerated, or else they have failed to make full use of their resources. The whole conduct of the allied forces remains most puzzling. It is doubtful very satisfactory for the home Government to hear from Admiral Buxton that "the Admirals are working in perfect accord," but if they accomplish nothing, all the accord in the world will be worth nothing also. Accord in these circumstances is only valuable as resulting in action. We could hardly be charged with impatience, by those who remember all we have been hearing of the immense demonstration of the combined fleets off Taku and the poor quality of the opposition, did we wonder what the demonstration has done since the action at Taku. But the time, it may be said, is rather one for a display of patience and for looking the facts squarely in the face. The opposition is far more obstinate than was anticipated, and the allies have not yet enough men to overcome it; in the course of a week or so they will be better able to cope with the difficulties before them. And what of Admiral Serravallo in the meanwhile, who has put his head in the lion's mouth? He cannot be left to his fate, and the Admirals at Taku have no intention of leaving him. But unfortunately he is cut off from the fleet far more completely than he was when first the line behind him was wrecked. Then the allies commanded the railway for some distance outside Tientsin. Now they are not even in touch with Tientsin. We hear of no grand combined action directed to the relief of Tientsin. The Fuiliers and the *Terrible's* men may accomplish the difficult task, but we cannot but wonder why, instead of three separate attempts by different nations, one united effort has not been made. It would prove more "accord" than a hundred despatches.

In the 48 hours preceding noon yesterday there were reported 24 fresh cases of plague and 23 deaths. The figures for the week ending the 23rd inst. were 63 cases and 57 deaths.

The visitors to the City Hall Library and Museum for the week ending 24th June included 383 non-Chinese and 161 Chinese to the former institution, and 192 non-Chinese and 1,968 Chinese to the latter.

Apart from plague there was only one case of communicable disease notified as occurring in the colony last week. This was one of cholera in the Harbour, on board the S.S. *Tetrarch* from Saigon.

A kerosine lamp in a coal-bait at Kennedytown on Saturday night and was severely burned about the body in consequence. He was taken to the Government Civil Hospital.

Mr. H. E. Pollock, Hon. Sec. of the Hongkong Old Volume Society, writes that "the net profit from the tickets taken at Captain Scott's and Captain Limpus' lecture at the Theatre on the 13th instant, which has gone to the credit of the Indian Famine Fund, amounts to \$152.02. By the sale of the pamphlets containing the lecture, which are now being printed by the Daily Press, a further sum will be realized, the amount of which cannot yet be ascertained."

There is every reason to believe that the fact that so many armed robberies are being reported in the New Territory just now is due to some of the lawless characters across the boundary having been driven south by the Chinese authorities. About eight of these men who spoke Holo broke into a shop at Sai Kun, near Port Shelter, on Saturday night and took away property to the value of \$1,000. A man in the street was shot by them, but whether purposely or not has not transpired.

Within the last few months one or two prisoners who have been committed for trial and who have been allowed out on bail have not answered to their names at the Criminal Sessions, and their bails have been escheated. In one case the Chief Justice remarked on the smallness of the amount deposited. Mr. Hazlewood is evidently determined not to err in this respect, for at the Magistracy yesterday he almost took away the breath of Mr. Reese, solicitor, when he told him he would allow a client of his charged with being in unlawful possession out on bail to the amount of \$1,000 being forthcoming.

Sung Young's fondness for cheap mutton has brought him into trouble, he being sentenced to a month's imprisonment at the Magistracy yesterday for endeavouring to get away with a leg to which he had no right. The cook of the S.S. *Formosa* was returning from the Central Market with a fine piece of sheep in a basket when the defendant noticed him. The sight of the mutton evidently made his mouth water, for he grabbed it and took to his heels with it under his arm. A looking who had witnessed the incident gave chase and caught him. Though the evidence against him was overwhelming, he tried to make Mr. Hazlewood believe that he did not become possessed of the mutton dishonestly. He said that he was on the look out for a nice leg and he met a boy carrying one. He thought he could buy the meat cheaper from the boy than from a butcher, so he stopped him and they were bargaining when the picking came up.

A new Police Station is to be erected on the site of the present No. 7 Police Station at West Point.

The steamer *Hailong* left at daybreak yesterday for Taku with stores for the North China Field Force on board. Her departure was delayed for one million more rounds of ammunition.

Tsun Kwang Ng was sliding down a lamp-post after having accosted the incandescent burner when he was pounced upon by a constable, who took him to the Police Station and yesterday got him a month's imprisonment.

The Governor-General of India has recognized the appointment of Mr. C. B. Laasy as acting Consul for Sim at Bangalore, during the absence of Mr. Ernest Andrews, and the provisional appointment of Mr. James McGeorge, as Consul for Sim at Mouleim.

Some correspondents write suggesting that, as letters brought over to Macao by the S.S. *Hungshan* arrive so late as to allow but little time for a reply, the Postmaster General might consider the question of having a mail closing for Macao every afternoon at 5 o'clock by the S.S. *Kowloon*.

The Australian papers last to hand bring news of the naval trial brought off at the end of May, when the *Belle Isle* was sent out with a dummy crew and fired at by the other vessels. It seems that H.M.S. *Majestic*, in a few minutes, at a distance of 1,800 yards, sank the old battleship. The experiment, which was carried out at Selsey Bill, in the English Channel, demonstrated the danger of woodwork in the construction of warships, as the *Belle Isle* was ablaze in two minutes.

A serious affray took place in a barber's shop at 20, Wing Kat Street, yesterday morning, in the absence of the master. A message was received asking that someone might be sent to serve a customer at his home. There were three assistants in the shop at the time, viz., Chuk Tin, Sin Hang, and Lan Wai, and an altercation took place as to which of them should go. The upshot was that Sin Hung made a dash at Chuk Tin with a razor which he had in his hand and inflicted a serious wound extending some distance down the left side. Chuk Tin said that Lan Wai incited the other man to do this. The police were informed of what had taken place and the lot were taken to the police station, Sin Hung and Lan Wai being detained in custody.

At the office of the Public Works Department yesterday afternoon Mr. G. J. W. King offered for public competition seven lots of Crown land at Yau-mai and one at Ma Tau Kok. The Yau-mai lots (six of which are for Chinese tenants) were sold as follows:—Lot 1087, bought by Pan Sing for \$20,350 (upset \$20,014); lot 1088, bought by Lee Kee and Tam Ho for \$4,660 (upset \$3,300); lot 1089, bought by Chan Shan for \$6,740 (upset \$4,500); lot 1090, bought by San Hip Chee for \$6,820 (upset \$4,500); lot 1091, bought by Mr. A. J. Raymond for \$7,500 (upset \$4,500); lot 1092, bought by Lee Kee and Tam Ho for \$9,040 (upset \$5,400); lot 1093, bought by Tam Ho for \$9,220 (upset \$5,400). The lot at Ma Tau Kok (lot 1094), was sold to Messrs. Punchard, Lowther and Co. for \$9,000 (upset \$7,500).

The French Government has given instructions to its colonial authorities as regards the measures to be taken in case of plague outbreaks. It directs that preventive measures should, at the outset, be mainly aimed at rats, at parasitic insects harbouring in human beings and in rats, at people arriving from infected places, and at goods from such localities. The utmost care in disinfection is enjoined. Infected buildings are to be destroyed by fire, and plague patients are to be rigorously isolated. No houses should be allowed to be built on the sites of the burned dwellings. Minute directions are given how to administer the anti-plague serum. This serum is prepared at the Pasteur Institute at Paris. Quarantine in cases of deaths from plague has to last twelve days. The instructions close with strict injunctions to deal quickly with the first signs of plague, because the disease will go on for years where it has once gained a foothold.

THE CRISIS IN CHINA.

PREPARATIONS IN MANILA.

The Manila Times of the 21st inst. says:—Lieutenant Kosman, acting Quartermaster in charge of corals at Manila, received orders Monday p.m., to get a wagon train ready to ship to the coast of the present trouble in China. Sixteen escort wagons, three ambulances and three Dougherty wagons, all new and just from the builders in the States, have been set up in the coral shops. Every wagon will be provided with a team of four mules. A number of *garrajos* will also be shipped in connection with the train so that in the event of the Army wagon being not suitable, a pack train may be used. Between Tientsin and Peking, the locality where the present trouble is, there is an old bull cart trail which has existed for many years and as an army wagon is eligible to safely perform the evolution of a Rocky Mountain goat, there can be no reason why an American "mule skinner" cannot introduce a novelty in equestrianism among the almond-eyed Mongolians. Roads are unheard of in the major portion of China, and when this difficulty is encountered the pack train will be brought into play. There is no lack of teamsters anxious to be selected to go with the train. The coral men who are to make the trip are much envied by the less fortunate ones. The wagon master with the 9th Infantry train will take charge. Rumour had it last night that the Hancock has been had, to transport a part of the expedition. The Company *Maritima's* boat *Principe* was sent out into the bay yesterday afternoon and lay at anchor close to the *Logan*. She will take aboard some of the *Logan's* cargo to bring ashore here, while nearly all the commissaries on the big transport will be taken to China. The quartermaster boat *Kansas City* managed to get out to the *Logan* yesterday and took off a big lot of prunes. The bay has been so rough the past few days that it is dangerous to small craft to make the trip into the bay to discharge any vessel's cargo.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

London, 24th June, 8.10 p.m.

OFFICIAL NEWS—TIENTSIN

RELIEVERS REPULSED.

Admiral Bruce telegraphs that the Admirals are working in perfect accord. He confirms the news that the attempt to relieve Tientsin on Friday was repulsed with some loss.

Shanghai, 25th June, 11.22 a.m.

PEITAIHO ABANDONED.

The *Humber* arrived at Chefoo on Saturday night from Peitaiho, bringing thirty refugees, including Major Fergusson and his wife, and Messrs. Kinder (Engineer-in-chief of the Imperial Chinese Railways) and Ricketts. The guard has been withdrawn from Peitaiho.

TWO FAILURES TO RELIEVE

TIENTSIN—THE "TERRIBLES"

MAKE A THIRD ATTEMPT.

Two unsuccessful attempts have been made to relieve Tientsin, the first by the Russians, the second by the Germans. A force from H.M.S. *Terrible* has now gone to Tientsin.

ADMIRAL SEYMOUR STILL

UNHEARD OF.

No news is to hand yet, and grave fears are entertained about Admiral Seymour and his force.

Canton, 25th June, 2.25 p.m.

H. B. LI HUNG-CHANG.

Li Hung-chang will not leave for the North.

[It appears from this that the Viceroy has received fresh orders from Peking, countermanding his previous instructions. Possibly the Imperial party think that the success of the troops in stopping the relieving force for Tientsin renders mediation unnecessary.]

Shanghai, 25th June, 9.53 p.m.

SHANTUNG TROOPS MARCHING

ON PEKING.

A Shantung telegram received by the French Consul here, states that three thousand Manchus and eight thousand of Governor Yuan's troops are making a forced march through Shantung to Peking.

TWO JESUIT FATHERS

MURDERED.

Two Jesuit fathers have been murdered at Hsien-hsien in Chihli.

Shanghai, 25th June, 10.20 p.m.

NEUCHWANG-TIENTSIN LINE

DESTROYED.

Newchwang reports that on Saturday the Chinese Railway between Tientsin and Newchwang was destroyed in several places. The engineers and the missionaries from Kinchow and Liaoyang have arrived at Newchwang.

NEUCHWANG THREATENED.

There is only a Russian gunboat at present in the harbour. It is rumoured that 5,000 Imperial troops are advancing from Moukden. 85 native cavalry have arrived.

THE WAR.

London, 24th June, 8.10 p.m.

GEN. BULLER'S PROGRESS.

General Buller has reached Standerton unopposed.

REUTER'S SERVICE.

London, 23rd June.

MOBOCCO AND FRANCE.

Morocco has formally demanded from France that the questions in dispute between them be submitted to European arbitration.

THE WAR.

Reuter's correspondent at Pretoria, 19th inst., says that the net is gradually being drawn round Commandant Dewet by Generals Buller, Brabant, Ruddle and Methuen. It is stated that General Dewet is willing to surrender, but is prevented from doing so by President Kruger, who insists on being allowed to remain in the country.

HONGKONG LEGISLATIVE

COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

HIS EXCELLENCY THE ACTING GOVERNOR,

Major General GASCOIGNE, C.M.G.

The Hon. F. H. MAY, C.M.G. (Acting Colonial Secretary).

Hon. W. MEIGH GOODMAN (Attorney-General).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. R. D. ORMSBY (Director of Public Works).

Hon. BASIL TAYLOR (Acting Harbour Master).

Hon. A. W. BREWIN.

Hon. C. P. CHATER, C.M.G.

Hon. Dr. Ho Kai.

Hon. J. THURBURN.

Hon. R. M. GRAY.

Hon. W. A. IYER.

Hon. J. J. KESWICK.

Mr. R. F. JOHNSON (Acting Clerk of Council).

THE NEW MEMBERS.

Messrs. Basil Taylor and John Thurburn were sworn in as members of the Legislative Council.

PAPERS.

The ACTING COLONIAL SECRETARY placed on the table the following papers:—Return of superior and subordinate courts for 1899; further correspondence on the subject of the Jubilee Road round the island; and the Secretary of State's despatch with reference to the colony's contribution to the South African War fund.

FINANCIAL.

The ACTING COLONIAL SECRETARY laid on the table the following papers:—Return of superior and subordinate courts for 1899; further correspondence on the subject of the Jubilee Road round the island; and the Secretary of State's despatch with reference to the colony's contribution to the South African War fund.

The ACTING COLONIAL TREASURER seconded, and the motion was carried.

The ACTING COLONIAL TREASURER laid on the table the report of the Finance Committee (No. 10), and moved its adoption.

The ACTING COLONIAL TREASURER seconded, and the motion was carried.

ADMINISTRATIVE MAGISTRATES ORDINANCE.

The ACTING GOVERNOR proposed the second reading of the Bill entitled, "An Ordinance to further amend the Magistrates Ordinance, 1890 (No. 10 of 1890). He said:—

"This Ordinance proposes to enable the magistrate to deal summarily with two classes of cases which, at the present time, must be committed by him for trial and can only be disposed of by the Supreme Court. Allow me to illustrate the first of them. Suppose a coolie returning from Singapore to Canton on board a British ship steals 50 cents from a passenger bound for Japan. If this theft occurred after the ship had entered the land-locked waters of this colony, as, for instance the harbour, the magistrate could proceed on his journey. If, however, the theft occurred on the High Sea, just before the ship reached our waters, it would have been committed 'within the jurisdiction of the admiralty' and would, therefore, have to be sent for trial, if all offences committed within the jurisdiction of the admiralty are to remain in the existing Schedule. It might be a great loss and inconvenience to the passenger to have to remain in Hongkong till the next Criminal Sessions of the Supreme Court in order to give evidence. It is quite possible that it would be held that Section 636 of the Imperial Merchant Shipping Act of 1894 actually confers on the Magistrate the jurisdiction which the Magistrates Ordinance of 1890 does not confer. In that part of the Act applies to Her Majesty's dominions, and 'Magistrate' is included in the definition of 'Court.' But, in any case, it is difficult to see why the jurisdiction should be withheld. The other amendment deals with petty cases of offending hives, &c. With these introductory remarks I will refer you to the minute appended by me to the Bill, headed 'Objects and Reasons.' If I now read that minute I shall probably occupy less of your time than if I went more elaborately into the matter in a long speech. The objects and reasons are as follows:—

"These appear to be no valid reasons why in cases of comparatively trifling offences committed within the Admiralty Jurisdiction, as for instance on board a British ship on the high seas, the offender should not be dealt with summarily by the Magistrate in the same way as if the offence had been committed after the ship had entered the harbour. There can be no doubt that the necessity at present existing of sending all such cases to the Sessions of the Supreme Court, either work great hardship on innocent witnesses who are bound over to appear, or causes a failure of justice by the refusal of persons to prosecute. Hongkong is a port frequented by vessels, many of which stay there but a short period before proceeding to other ports, and it is often most inconvenient for witnesses to remain after the ship has left. What the sentence of six months' hard labour, or of a fine of £50, in the case and the facts are clear and simple, there is no valid reason why the Magistrate should have to commit the accused for trial just because the offence happened on the high seas."

"By section 80 of The Magistrates Ordinance, 1890, as amended by Ordinance 12 of 1895, the Magistrate cannot inflict imprisonment for more than six months. If, therefore, the gravity or difficulty of the case rendered committal for trial desirable, the Magistrate would commit just as he can now, even where the case is not excluded by the schedule from summary jurisdiction. (See the third clause of section 80 of the Magistrates Ordinance.)

"As regards cases of ignorant Chinese offering small bribes of a dollar or two to Sanitary Overseers, or Overseers in the Public Works Department, to induce them to refrain from performing their duties, the Magistrate could quite well deal with matters of this kind and dispose of them promptly and satisfactorily. During the last two Sessions of the Supreme Court the time of the Chief Justice, the Attorney-General, the Crown Solicitor and the jury, was occupied by no less than four such cases, the last being a charge of offering bribes to an officer to release from custody an offender whom he was taking to the Police Station. As a matter of fact the Magistrate does, continually, deal with much more serious offences than the offering of petty bribes, and therefore he could quite properly be entrusted to dispose of matters of that kind. This Ordinance is intended to make the amendments in the schedule to Ordinance No. 10 of 1890 necessary to confer the requisite jurisdiction upon the Magistrate."

The ACTING COLONIAL SECRETARY seconded, and the motion was carried.

The Bill passed through the committee stage, and on the Council resuming it was read a third time and passed.

AMENDING THE PIER ORDINANCE.

The ACTING GOVERNOR moved the second reading of the Bill entitled, "An Ordinance to amend the Piers Ordinance, 1899. He said:—

"It will be remembered that before Ordinance 37 of 1899 was passed pier-owners were practically tenants at will, having merely license for their piers. In view of the requirements of

commerce substantial piers became necessary and it was deemed a hardship that where a considerable sum of money had been laid out on a really substantial pier it was impossible to obtain a lease of the structure for a considerable period. The pier-owners desired to get leases for a number of years. The difficulty was met by Ordinance 37 of 1899 by which the rent was increased and the increased rent was specified in the schedule, and it was understood that scale was to hold for 25 years, when it would be open to revision by the Governor in Council for a further period of another 25 years. Nothing was said in the Ordinance about the revision after 25 years. It was assumed by the Act that it would suffice if a term to that effect was contained in the Leases, but the Secretary of State thought it should also be provided for by the Ordinance itself. Hence the second amendment. As regards 'Crown foreshore' I need only refer to the objects and reasons appended to the Bill which I will now read:—

"Crown foreshore was defined by Lord Hale to be 'the ground (belonging to the Crown) between the ordinary high-water and low-water marks.' The new Praya Wall will, in some instances, leave little, if any, ordinary Crown foreshore visible. But as the led of the sea extending from such new Praya Wall into the harbour belongs to the Crown, no person can erect or maintain a pier thereon without the permission of the Crown. It has been thought advisable, therefore, to extend the purpose of the Piers Ordinance, 1899, the meaning of Crown foreshore so as to include Crown land covered with water below ordinary low-water mark."

"As regards the revision of rents, it was arranged, when the Piers Ordinance, 1899, was under consideration, that the Governor in Council should have power to revise and alter the scale of rents at the end of twenty-five years, when the revision was to be made. It had been assumed that the insertion of a clause to that effect in the Leases of the Piers would suffice, but the Secretary of State deems it expedient that a provision authorising such revision should be inserted in the Ordinance itself. This will prevent any misunderstanding at the end of the period of twenty-five years, when the arrangement in question, assumed to have been on behalf of the Piers Owners, may possibly have been forgotten or overlooked."

The ACTING COLONIAL SECRETARY seconded, and the motion was carried.

The Committee having passed through the committee stage, on the Council resuming, it was read a third time and passed.

PARTING WORDS.

HIS EXCELLENCY observed—Gentlemen, this is the last time I shall have the honour of presiding at your meeting, as His Excellency Sir Henry Blake will be here in a few days. It now only remains for me to thank you for the cordial support you have one and all given me during the three months I have had the high honour of presiding over your meetings. (Applause.)

The Council adjourned until Monday week.

MEETING OF THE FINANCE

COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of the Legislative Council, the Acting Colonial Secretary presiding.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE DEFENCE OF THE COLONY.

TO THE EDITOR OF THE "DAILY PRESS".

Sir,—I have read with some considerable interest the letter under the above heading which appeared in your issue of Saturday's date. The scheme therein put forward appears to me to press most unfairly upon the members of the existing Volunteer Corps, who, I venture to think, have the first claim upon the liberality of the Government. The present allowance made to the Corps is quite inadequate to secure efficiency in all respects, the equipment being defective in many ways. When at Kowloon city last year, my water-bottle was in such a foul condition that I never touched it all day, and several other members who ventured to sample the contents of their respective bottles were nearly made sick in the attempt. On the occasion of the *Terrific* reception there were not sufficient bayonets to go all round, so some late comers were inevitably left out of the show. These defects will no doubt be remedied when the money comes along to do so. Now as to the shooting. The Government, I believe, provide fourteen rounds of ball ammunition per man per year; as a matter of fact last year I fired seven rounds at the expense of the Government, and about three hundred at my own expense. To secure good shooting the individual allowance must be very considerably augmented. With all due respect I cannot help thinking that what these gentlemen really want is an occasional afternoon's amusement at the public expense. I have had to buy my own rifle, and I cannot quite see why Messrs. Turner, Stewart, Gompertz, Richardson, Moron and Mackay should not be asked to do the same, if they are really so anxious to benefit their country by learning to shoot straight. After the first two years the Corps regulations only require members to put in 15 drills per annum, and if there is any gentleman who cannot spend the time to do that, why doesn't he pay up his five dollars like a man, and join the existing Rifle Association, when he will meet some of the best shots in the colony and learn more from them in a month than by fooling about for a year by himself. I am afraid if the proposed scheme be carried out half the members of the existing Corps will be applying for leave to transfer to the new Arm-chair Company, when they will have all the fun without any of the hard work of dragging the guns about.—Yours faithfully,

VILLAGE LIFE IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS".

Sir,—With reference to your very excellent review of the above work, you conclude with a quotation of the author's which says "there are many questions and many problems in China, but the one great question, the sole all-comprehending problem is how to set Christianity to work upon them, which alone in time can any will solve them all." I rub my eyes and I exclaim, "How foolish the wise become, as soon as their prejudices—and especially their religious ones—come into question." It makes one almost doubt the value of their other conclusions.

Has not Christianity been trying to solve all manner of difficult problems in the West for the last 2,000 years, and has it been so successful as to justify such expectations of its magical effect upon China? Some others might jump to the other extreme and say that judging by results the problem might be better solved without it at all. Surely a little calm reflection would make people more moderate in their views.—Yours etc.

EPOPTES.

THE SOUTH-AFRICAN WAR FUND.

The following is the Secretary of State's despatch with reference to the colony's contribution to the South African War Fund, which was laid before the Legislative Council yesterday:—

Downing Street,

4th May, 1900.

Sir,—I have the honour to acknowledge the receipt of Sir H. Blaken's despatch No. 124 of the 25th March last, reporting that the Legislative Council of Hongkong has unanimously agreed to a vote of \$50,000 from the public funds of the Colony in aid of the Lord Mayor's Fund in connection with the war in South Africa, and that the total sum subscribed by the community amounted at the date of that despatch to \$132,164.7.

In reply, I desire to express my warm appreciation of the loyalty and generosity shown by the colony:—

I have the honour to be, Sir,

Your most obedient, humble servant,

J. CHAMBERLAIN

The Officer Administering the Government of Hongkong.

LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Tartar* (extra steamer), left Yokohama on Friday, the 8th instant, for Victoria and Vancouver, and arrived at her destination on the 24th instant.

The steamer *Arcton* (extra steamer), from Calcutta, left Singapore for this port on the 24th inst. at daylight.

The O. & C. steamer *Gaule*, with mails, &c., from San Francisco to the 6th inst., via Honolulu, has arrived at Yokohama, and left for this port this morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The P. M. steamer *China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 22nd inst.

The M. M. steamer *Tokyo*, with the next French mail, left Singapore this morning at 6 a.m. for this port via Saigon.

Bishop Waleham How, like the mothers of

Pierre and Thomas in the "Bab Ballade" was

of decent size, though not particularly tall.

He gave his height as five feet nine inches, but

on his first visit to Almonbury to preach, the

verger came to him in the vestry, and said,

"A've put a platform in 't' pulpit for ye; 'you'll

MACAO.

[FROM OUR CORRESPONDENT.]

THE DEFENCE OF THE COLONY.

Macao, 25th June.

It is stated that our Government Council have telegraphed to the home Government urgently requesting troops and men-of-war for the defence of the colony. Preparations are being made in the barracks to house 300 or more men. Part of a regiment is coming—according to some, it has already left Lisbon, while others say that it is getting ready to depart. It is reported that one man-of-war is now on her way out, the cruiser *Adamastor*, which is of recent construction and has all the modern improvements. Her commander is Senhor Pereira d'Amaral. A circular has been sent all round the colony, inviting all who wish to offer their services as volunteers to sign. In two or three days' time the circular will be sent up to the Government Council, which will be able to call upon the signatories for service, if required. At present about a 100 signatures have been appended to the document. The decision of the Council is anxiously awaited.

GETTING READY FOR EMERGENCIES.

There is to be artillery practice on Monday, Tuesday, and Wednesday next, the 2nd, 3rd and 4th prox. Captain Carmona is giving daily instruction to the officers and men in the handling of the guns. The two big Armstrong guns in the San Francisco Battery are also going to be fired, for the first time since 1870, when they were mounted. Two days will be devoted to practice with the four guns and the horse-artillery guns from Japan. The marines are doing duty on shore, and began on Saturday last to mount guard over the Government buildings. Two officers arrived last week for the *Zaire*.

MONOPOLIES AND THE PUBLIC WEALTH.

It is sincerely hoped that the troubles in the North will not spread down here, for in that case this colony will indeed suffer heavily. Even now our market prices are as high as they have ever been, ordinary necessities are ruinously dear, and if the disturbances extend to this neighbourhood then we are done for. This is all the more certain from the scandalous government monopolies on every conceivable article. Considering the indirect taxes which we are paying daily for all market goods, the Government's duty is to lighten the very oppressive income tax. The condition of trade is a disgrace to the colony and the administration which depends on monopolies for almost the whole revenue is simply diabolical. The present members of the *Leal Senado* have set an excellent example by doing away with the rice-wine monopoly, and the public can see with their own eyes whether, as a consequence, these vehicles are not cleaner and far better than before. Visitors to Macao will endorse this statement. The Government has no time to lose in abolishing the monopolies in articles of daily use, and trying a different method of drawing an income. Half-a-dozen people should not be allowed to exploit the public for their own advantage, and the Government's error in persisting in this course is a grievous one. With articles of daily use in the hands of merciless monopolists, the first victims are the traders, the next (and the most important) the general public.

HONGKONG VOLUNTEER CORPS.

"O" MACHINE GUN COMPANY.

The above company's monthly shoot took place yesterday forenoon at the Kowloon ranges, when there was a very fair turn out considering the unsettled state of the weather. The Captain Potts and Gubbay Cups were shot for and Gunner Shobhead retained his first win in these competitions. The following are the best scores:—

Names	200 yds.	400 yds.	500 yds.	H. exp.	Total
Gunner Shobhead	23	28	24	17	92
Gunner Gubbay	20	23	30	20	93
Gunner C. Lee	25	18	19	21	83
Bomb. Berkeley	25	23	14	21	83
Sergeant Smith	27	28	14	7	78

* Spent Winners.

THE HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP AND SPOONS.

Sergeant Major Wallace, R.E., scored his second win for this Cup on Saturday with a total score of 93, thirteen members competing. Scores:—

Names	200 yds.	400 yds.	500 yds.	Exp.	Total
J. M. Wallace, R.E.	23	32	38	—	93
Mr. Huxhouse	22	26	22	20	90
Corp. Hills, R.E.	30	32	28	—	90
Mr. Watson	31	33	26	—	90
Mr. A. Mackenzie	29	33	28	—	90
Mr. C. Cameron	29	26	22	20	88
Mr. G. W. May	28	33	27	—	88
Mr. Northcote	19	29	19	20	83

* Winners of Spoons.

New York has just been furnished with a "Society for Improving the Speaking Voice." In other words, the members desire to eliminate the nasal twang from American conversation, which, the New York *World* remarks, in a flippant spirit that we must improve, "has never been scientifically explained, but in history it is generally associated with a tendency to piety. It appears as early as Chamber's time in the singing of the psalms; 'entoned in her nose,' it was very highly developed during the Puritan period, when it was transferred to America via Massachusetts, and its wide diffusion is probably traceable to the popularity of the annual New England 'dramas'."

Fashions military, says a home journal, are threatened by fashions naval. Ladies who have worn khaki and talked khaki are now directing their attention to the "Captain Lambton" costume—navy-blue serge, gilt anchor buttons, braid, and the "Lambton" (patented). The idea for the new fashions were obtained at the Naval Brigade marched through London on Monday. A jacket of the latest style is made of navy serge, ornamented with anchor buttons, braid, and an epaulette in the form of a stiff shoulder piece. The manager of a West-end firm has already received many orders for dresses à la Lambton, and it is fully expected that the demand for naval costumes will equal the recent demand for khaki.

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SPORT AND ANECDOTE.

BY AN OLD FOXY.

A STERN TRIBUNAL.

Presidents, directors, secretaries, and everyone connected with the management and control of football clubs will not be likely soon to forget the Hillman case. For a good number of years the Burnley goalkeeper has enjoyed a fine reputation as a player; in many quarters, indeed, he has been regarded as eminently worthy of international honours. It is quite likely that he would have played for England during the season just finished had Robinson shown any falling off. Such a standing as this in the football world is not a trifle to be put aside without a second thought; peculiar as some of the selections for places of responsibility may appear to individuals, and inscrutable as some of the Selection Committee's judgements may appear from time to time, there can be no doubt they have the bulk of popular opinion on their side, for the simple reason that the gentlemen forming the committees are known to be impartial, unbiased, and transparently honest. By one foolish and almost unparadigmatic act, Hillman, who has occupied a position in the very forefront of English goalkeepers, has forfeited the good opinion of a tribunal representing the Football Association, by whom he has been banished for a whole season. It is a severe sentence, but it is a just one. In fancy future offenders will see before them that awe-inspiring injunction, "All hope abandon ye who enter here," should they have to cross the threshold of the court of enquiry when gentlemen like Lord Kinnaird, Messrs. Clegg, Crump and Beatty sit in judgment. Invested with a tremendous amount of responsibility, these men of light and leading in football matters give their time, their brains, and their long experience with one object in view, and with one object only, viz., to the well-being of one of the greatest of our national pastimes. Hillman being found guilty of an attempt to bribe an opposing team has to pay the penalty, and though he will receive the sympathy of a good many who nod and wink and, and matter, "Ah, we could do it if we would," his punishment will not have been inflicted in vain if it puts a stop to the glib suggestions which have been so rife during the closing stages of the past two or three seasons. Everyone will recognise that the task before the commission was not a pleasurable one, but the members thereof owed a duty to the public, to the game itself, and to the players, and it should be gratifying to all good sportsmen to find they did not shrink their duty. We all know that the Burnley custodian has been an outstanding personality for a long time, and we shall miss his burly form next season, but it were better a thousand times that he should drop out of the game altogether than the confidence of the general public should be undermined. Before now I have seen Hillman win matches for his club by the brilliancy of his play, but he has shown a queer appreciation of a situation now and again. Upon one occasion the ball had been shot into the corner of the net by one of his opponents and the goal allowed by the referee. Difference of opinion on the legitimacy of the point led Hillman to sulk awhile, and as he showed no inclination to remove the ball one of the spectators had to fetch it from the net and kick it down the field. Afterwards the Burnley man played brilliantly. As he has a trade at his finger ends he may be inclined to take up the towel again, and forsake the fierce strife of the football field.

RANDOM RECOLLECTIONS.

Mention of the stern, unbending attitude of some of our present football politicians brings to mind the great loss the winter game sustained when Sir F. Marindin retired from active association with the management. To the great majority of the older followers of Association football, Major (as he was then) Marindin was one of the few gentlemen symbols of all that is best, most lovable, and most honourable in sport. No one ever dreamed of arguing against his decisions. He may not have been infallible exactly—he was too high-minded to have claimed such a thing—but his knowledge of the game and all the intricacies of the rules made him a model referee, and it may be questioned whether his legitimate successor has yet been found. I cannot say from memory how many English Cup finals he officiated in, but it must have been some number. And what a pleasure it was to watch a game under his supervision. He may have been autocratic—indeed, I think there can be no two opinions about this—but it was the autocracy of a man putting into force commands backed up by long-earned experience, ripe judgment, and an impartial handling of the scales of justice. It is a good many years ago since he ordered one of the Blackburn Rovers off the field at Kenning Oval for wearing improper studs in his boots. In a bout of tackling, one of the players had a leg "barked." The game was at once stopped, the whole of the players' boots carefully examined, and for a time the Rovers had to do their best in a desperate game with ten men. At the end of the match neither side had scored, and while one eleven clamoured to go on the other retired to the dressing pavilion. After explaining the situation to the captain anxious to proceed, Roberts, the goalkeeper, ventured to dispute the

fairness of the rule. In an instant he was silenced. With a glance of stern intensity, Major Marindin put one simple question, and Roberts collapsed. We have had too few gentlemen of his stamp connected with the game, and though not over-favourably disposed towards professionalism he recognised the inevitable.

THE DOOM OF THE I.C.A.

The International Cyclists' Association, I am afraid, is doomed. Internal dissensions of a peculiarly bitter nature have led to the withdrawal of several of the most powerful continental Unions, and these, being backed up by a new society, founded in the United States to which most of the crack professionals own allegiance, are now engaged in building up the fortunes of a brand new international association and wrecking those of the old one. For some considerable time past I have taken a close interest in the welfare of the I.C.A. Ever since it was first floated by holding world's championship races in 1893, I have cherished the hope that sooner or later cyclists would band themselves together in one common brotherhood the wide world over. Upon reflection, however, perhaps I ought to modify this statement by saying that this idea was cherished for some considerable time. But the championship meetings, important as they have been in their way, have not been always well managed. Still, we saw improvements year by year until the dreadful bungling at Vienna disgusted many supporters, and I suppose the Montreal gathering last year was not a great deal better. Truth to tell, the clashing of interests, no less than the clashing of ideas upon the amateur question, has been responsible, in my opinion, for the disruption, and when the French delegates, with all the pomp and circumstance of a national exhibition behind them, and with some thousands of francs contributed for money prizes for professional cyclists, began to kick over the traces unless they could "rule the roost" it was easy to see the end was near. Of course, the I.C.A. is still with us, and may possibly struggle on a little while longer, but as a potent factor in international cycling I am afraid it is irretrievably ruined.

ORIT IN THE MACHINERY.

From the very first Messrs. Sturtevant and Raymond have had the most irritating difficulties to overcome. In 1893 the utmost endeavours were made to bring the American champion, A. A. Zimmerman, and our own together. Fred Osmond travelled over to the States upon business connected in some way or other with his firm, and could not be induced to settle down into steady training to meet "Zimany," a circumstance that gave the smart journalists plenty of opportunities for indulging in delicate sarcasm at the Britisher's expense. That passed off to see two riders who had not been allowed to ride as amateurs in England in 1894 fighting out the amateur championship of the world at Antwerp. The grit in the machinery of the I.C.A. was early in evidence. I shall not easily forget the stirring scenes witnessed on the bank of the Scheldt. Here it was where the sturdy young Englishman, Broadbridge, narrowly brought about a dreadful calamity, from an official point of view, by refusing to obey the behest of one of the uniformed officials of the gathering. Broadbridge was present as a competitor, and when force was resorted to by the official, he so far forgot himself as to use force in return. Oh, the wild scene we had for a few minutes. Then there was the bitterly keen rivalry between the Lehr and Jaap Eden factions, the taunts of the Germans and the rejoinders of the Dutchmen, strong and defiant to the last. But these were trifles compared to the expostulations fired off by one Hanser, who proved extraordinarily obstinate with his feet on native soil. It was at Antwerp, too, where little Michael—now a shattered idol—made such a stir by his wonderful riding. Cologne brought yet more dissension over Froten and Banker, and then followed the delightful gathering in Denmark. Copenhagen provided the best sport and the best management, but grit was soon found in the machinery again at Glasgow and Vienna, and the result is before us to-day.

VOX POPULI.

The voice of the people, it seems to me, is likely to become more and more powerful in connection with the actual development of some of our out-door sports. It is quite right that the people who pay the piper should call the tune up to a certain point, but at the same time care will have to be taken that the views and opinions of mere spectators do not overwhelm those whose experience fits them to differentiate upon the finer points of our games—or to carry out the simile, we must be careful that the conductor's baton does not fall into the hands of either Tom, Dick or Harry, unless Tom, Dick or Harry has some knowledge of the conductor's duties and responsibilities. We don't want Ted Sloan, for instance, instructing the M.C.C. on the use and abuse of the heavy roller. Let me here give a few opinions and anecdotes taken from George Giffen's interesting reminiscences. Throughout a match at Melbourne or Sydney a running fire of audible comment is maintained by a number of the spectators, and some very amusing advice is tendered to the players. For instance, when they saw Lyons batting against Peel and Sharpe, as though he were a stone-waller, he was advised to "If 'ou over the chains, Jack." A couple of days before this match, when he was playing for New South Wales against Victoria, they had ridiculed Alac Banerman's stone-walling. Now they applauded him to the echo, and every time he played a ball came a chorus of "Well played, Alec." George Lohmann bowled a whole over off-theory to the stone-waller, who quietly allowed all six balls to pass unheeded. Did these people revile him? Not a bit of it. Instead, there came from one stentorian voice, "Why don't you bowl at the wicket, Lohmann?" And from another, "Watch him, umpire, he's bowling wiles." These remarks are very disconcerting to the players,

NOTICES TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENLOMOND."
FROM ANTWERP, LONDON AND
Straits.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, whence and/or from the Wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 26th instant will be
subject to rent.

All claims against the Steamer must be pre-
sented to the Underwriter on or before the 30th
instant, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th instant, at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 18th June, 1900. 1798

NOTICE TO CONSIGNEES.

FROM LONDON, PORT SAID, SUEZ,
COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamship

"VALETTA."

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. *Britannia*.
From Madras, ex s.s. *Lordship* and *Fandora*.
Optional Goods will be landed here unless
instructions are given to the contrary before
2 p.m. TO-DAY.

Goods not cleared by the 28th instant, at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 22nd June, 1900. 1

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOCLE."
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO. LIMITED,
Agents.
Hongkong, 24th June, 1900. 10

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARGYLL"
FROM PORTLAND, YOKOHAMA
AND KOBE.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO. LIMITED,
Agents.
Hongkong, 24th June, 1900. 10

QUAN WAH & CO.,

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1014]

SIENTING.

SURGEON DENTIST
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [808]

FOR SALE.

CHAS. HEIDSIECK'S
CHAMPAGNE, 1893 WHITE SEAL
\$38.00 per case of 1 dozen quarts
\$40.00 per case of 2 dozen quarts
E. D. KRESSMANN & CO.'S
RED AND WHITE
BORDEAUX WINES.
C. G. HIBBERT AND CO.'S
BOTTLED ALE & SPOUT
SIEMSEN & CO.

Hongkong, 5th May, 1899. [40]

Hongkong, 27th July, 1897. [12]

Hongkong, 16th June, 1900. 1213

Hongkong, 27th July, 1897. [12]

Hongkong, 16th June, 1900. 1213

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Hongkong, 16th June, 1900. 1213

Hongkong, 27th July, 1897. [12]

Hongkong, 16th June, 1900. 1213

Bracing!
Refreshing!
Invigorating!
ADD A LITTLE
Cond's Fluid
TO YOUR BATH.

THE STRENGTHENING EFFECT IS MAGICAL
CONDY'S FLUID, of London, England.
"ALL SUBSTITUTES ARE INFERIOR."
Insist on buying "CONDY'S FLUID."

£10,000

VINOLIA WAR FUND

FOR SOLDERS' FAMILIES, WIDOWS AND ORPHANS

NOW AMOUNTS TO NEARLY

5 MILLION HA'PENNIES.

1d. SENT ON EVERY TABLET OR SHAVING STICK SOLD
TILL END OF WAR.

VINOLIA SOAP CONTAINS NO SILICATES, RESIN, OR INJURIOUS
COLOURING MATTERS.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via PORTS OF CALL.	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 7th July, at Noon.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	M. H. F. Jackson	BUTTERFIELD & SWIRE	To-day.
LONDON VIA SUEZ CANAL	MENELAUS	Brit. str.	—	Towell	BUTTERFIELD & SWIRE	On 10th July.
LONDON VIA SUEZ CANAL	BENALDER	Brit. str.	—	C. K. McIntosh	GIBB, LIVINGSTON & CO.	On or about 10th July.
LONDON VIA SUEZ CANAL	STENTOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 24th July.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th inst.
BRISBANE VIA PORTS OF CALL.	OLDENBURG	Ger. str.	—	H. Prager	MEMBERS & CO.	On 25th inst. at Noon.
MARSEILLES &c. via PORTS OF CALL	LAOS	Fr. str.	—	Phanin	MESSAGERIES MARITIMES	On 2nd July, at 1 P.M.
MARSEILLES &c. via SPORE, &c.	MAZAGON	Jap. str.	—	W. Balbridge	NIPPON YUSEN KAISHA	On 29th inst. at Daylight.
MARSEILLES & LONDON	WITTENBERG	Ger. str.	—	R. T. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
HAVRE & HAMBURG	SAVOIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 17th July.
HAVRE & HAMBURG	ALBESIA	Ger. str.	—	Jäger	CARLOWITZ & CO.	On or about 17th July.
NEW YORK VIA SUEZ CANAL	ARMENIA	Ger. str.	—	Knauth	CARLOWITZ & CO.	On or about 20th Aug.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	—	Ostermann	CARLOWITZ & CO.	On or about 24th July.
NEW YORK VIA SUEZ CANAL	ACARA	Brit. str.	—	Petersen	SERWAN, TOMES & CO.	On or about 15th July.
NEW YORK VIA SUEZ CANAL	ETRECKDALE	Brit. str.	—	Kendall	DODWELL & CO. LIMITED	On or about 15th July.
NEW YORK VIA SUEZ CANAL	L. SCHULT	Brit. str.	—	W. Frakes	DOVER & CO. LIMITED	On 3rd July.
VICTORIA, B.C. & TACOMA	GLACIOLE	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R.R. CO.	To-morrow.
VANCOUVER VIA SHANGHAI &c.	EMPEROR OF INDIA	Brit. str.	—	S. Thomson	PACIFIC MAIL S. S. CO.	On 30th inst.
PORTLAND, OREGON &c.	CITY OF Peking	Brit. str.	—	—	O. & O. S. S. Co.	On 5th July, at Noon.
SAN FRANCISCO VIA SHANGHAI &c.	GALLIC	Brit. str.	—	—	TOYO KISEN KAISHA	On 14th July, at Noon.
SAN FRANCISCO VIA SHANGHAI &c.	AMERICA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
SAN DIEGO &c. via KOBE, &c.	YUIMA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On or about 30th inst.
AUSTRALIAN PORTS	YUIMA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst. at Daylight.
YOKOHAMA, via NAGASAKI & KOBE	ROHILLA	Brit. str.	—	—	P. & O. S. N. Co.	On 14th July, at 4 P.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	STUTTGART	Ger. str.	—	—	MELOHNS & CO.	On or about 7th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TONKIN	Fr. str.	—	—	MESSAGERIES MARITIMES	Quick despatch.
SHANGHAI	SZCHUEN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 2nd July.
SHANGHAI	MALTA	Brit. str.	—	—	P. & O. S. N. Co.	To-day, at 2 P.M.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	—	MIYU BUNSEN KAISHA	On or about 6th July.
SWATOW, AMOY & TAIWANFOO	YAMUO MARU	Jap. str.	—	—	MIYU BUNSEN KAISHA	On 1st July, at Daylight.
SWATOW	FOURMOSA	Brit. str.	—	—	DOUGLAS LARSEN & CO.	To-day, at 10 A.M.
MANILA & ILOILO	KAIFONG	Brit. str.	—	—	SERWAN TOMES & CO.	To-morrow, at 5 P.M.
MANILA	CHINGTU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	FUTAMI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th July, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 29th inst. at Daylight.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 28th inst. at 4 P.M.
COLOMBO, HAVRE, BHAVEN & HAMBURG	SAMBIA	Ger. str.	—	—	CARLOWITZ & CO.	To-day, at Noon.

SHIPPING.

ARRIVALS.
 June 24, ONSANG, British str., 1,787, J. Young, Saigon 20th June, Rice and Flour.—JARDINE, MATHESON & CO.
 June 24, QUARTA, German str., 1,143, H. Johnson, Saigon 20th June, Rice.—SANDERSON, WILSON & CO.
 June 24, KIRKICK, British str., 2,890, G. W. Long, Singapore 19th June, General.—JARDINE, MATHESON & CO.
 June 24, CALANDA, Norwegian str., 895, P. A. Jensen, Colombo 8th June, General.—LAUTS, WERNER & CO.
 June 24, FORTUNA, British str., 674, A. E. Hodgins, Taiwanfooo 23rd June, General.—DOUGLAS LARSEN & CO.
 June 24, APELADU, German str., 611, Bendtzen, Haiphong and Hoihow 23rd June, General.—JENSEN & CO.
 June 25, AMARA, British steamer, 1,506, C. J. Mattock, Java 6th June, Sugar.—JARDINE, MATHESON & CO.
 June 25, ARIAKE MARU, Japanese str., 1,886, M. Yamamoto, Kuchikotzu 19th June, Coal.—BUTTERFIELD & SWIRE.
 June 25, DIAMANTE, British str., 1,255, Ramsey, Manila 22nd June, General.—BUTTERFIELD & SWIRE.
 June 25, HUKAN, British str., 1,198, Frazier, Canton 25th June, General.—BUTTERFIELD & SWIRE.
 June 25, CLARA, German str., 675, Hansen, Pakhoi and Hoihow 24th June, General.—JENSEN & CO.
 June 25, HIVE, French steamer, 764, Morley, Haiphong and Hoihow 24th June, General.—A. R. MARTY.
 June 25, CHENG HOCK KIAN, British str., 950, R. Pontney, Singapore 18th June, General.—CHINESE.
 June 25, POCHONG, British str., 1,253, Small, Chinkiang 20th June, Rice and General.—BUTTERFIELD & SWIRE.
 June 25, FUKUO, Chinese str., 1,505, W. H. Laut, Shanghai 22nd June, General.—CHINESE.
 June 25, HAKOKU MARU, Japanese str., 1,715, K. Yabikawa, Chinkiang 19th June.—ORDER.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.
 25th JUNE.
 Wm. H. Smith, Amr. ship, for Puget Sound.
 Suichuen, British str., for Hoihow.
 Meridian, British str., for Java.
 Huanan, British str., for Moji.
 Amara, British str., for Kobe.
 Macao, Chinese str., for Shanghai.
 Kung Beng, British str., for Swatow.

DEPARTURES.

June 23, REDDLE, British steamer, for Canton.
 June 24, ST. QUENTIN, British str., for Gulf of Pechili.
 June 24, MICHAEL JENSEN, German str., for Haiphong.
 June 24, RAGNAR, Norw. str., for Canton.
 June 25, AMARA, British str., for Kobe.
 June 25, HALOONG, British str., for Taku.
 June 25, MEIPOO, Chinese str., for Shanghai.
 June 25, KONG BENG, British str., for Swatow.
 June 25, PETRARCH, German str., for Saigon.

VESSELS IN DOCK.

ABERDEEN DOCKS.—MILS.
 KOWLOON DOCKS.—U.S.S. Monterey, Chang-sha, Freiburg, Sungkhang, Fausung.
 COSMOPOLITAN DOCK.—Goodwin.

SHIPPING REPORTS.

The Japanese steamer *Arake Maru*, from Kuchikotzu 16th June, had N.E. fresh breeze.
 The British steamer *Diamond*, from Manila 22nd June, had light winds, clear weather and heavy westerly swell.
 The British steamer *Oseong*, from Saigon 20th June, had moderate southerly wind and sea and fine weather throughout.
 The British steamer *Fochon*, from Chinkiang 20th June, had fresh to moderate southerly winds and fine, cloudy weather.
 The British steamer *Kintuck*, from Singapore 19th June, had moderate following winds and fine weather to Pulo and S.E. and S. winds and equally to port. June 25th spoke steamer *Ascant*, off Pulo, bound South.
 The British steamer *Cheng Hock Kian*, from Singapore 18th June, had fresh to strong monsoon with high sea at times to Cape Padaran; from Cape Padaran to port fresh to moderate monsoon and fine, clear weather throughout.
 The British steamer *Fyrmosa*, from Taiwanfooo and Amoy 23rd June, had moderate S.W. wind and sea, and clear weather to Amoy. From Amoy to port moderate to fresh S.W. wind, southerly swell and fine, clear weather. Vessels in Amoy—*Emeralda* and two Japanese m/c-w.
 The Chinese steamer *Fushun*, from Shanghai 22nd June, experienced fresh S.W. monsoons and fine weather from time of leaving until date of arrival. On Sunday, June 24th, one o'clock, p.m., position ten miles S.W. by S. of Chapei Island, passed an abandoned junk. Also same day, 6 p.m., when five miles S.W. of the Brothers, passed battleship *Oregon*, bound North.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"SUISANG."
 Captain Todd, will be despatched as above TO-DAY, the 26th inst., at Noon.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 25th June, 1900. [182]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"SZCHUEN."
 will be despatched as above TO-DAY, the 26th inst., at 2 P.M.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 21st June, 1900. [1815]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"ANTENOR."
 Captain M. H. F. Jackson will be despatched as above TO-DAY, the 26th June.
 For Freight, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 18th May, 1900. [1517]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship.

"ANPING MARU."
 Captain I. Sato, will be despatched for the above ports TO-MORROW, the 27th inst., at Daylight.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 18th June, 1900. [1448]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA AND ILOILO.

THE Company's Steamship.

"KAIFONG."
 Captain Pennedfather, will be despatched as above TO-MORROW, the 27th inst., at 4 P.M., instead of as previously advertised.
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 25th June, 1900. [1779]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship.

"DIAMANTE."
 Captain A. Ramsey, will be despatched as above TO-MORROW, the 27th inst., at 6 P.M.
 The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
 Hongkong, 21st June, 1900. [1811]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship.

"STUTTGART."
 OF THE NORDDEUTSCHER LLOYD.
 Captain P. Grosch, due here with the outward German Mail about the 27th inst., will leave for the above places about 24 hours after arrival.
 NORDDEUTSCHER LLOYD.
 For further Particulars, apply to MELCHERS & CO., Agents.
 Hongkong, 23rd June, 1900. [8]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE	FRIDAY, 29th June, at Daylight.
W. Balbridge	PENANG, COLOMBO & PORT SAID	FRIDAY, 29th June, at Daylight.
FUTAMI MARU	(SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE)	FRIDAY, 29th June, at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA, Manager.
 Hongkong, 25th May, 1900. [12]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	MAZAGON	(About 29th June)	Freight.
	R. T. L. Cook, R.N.R.		
SHANGHAI	MALTA	(About 6th July)	Freight or Passage.
	F. J. Cole		
LONDON, &c.	BENGAL	(Noon, 7th July)	See Special Advertisement.
	S. Barcham		
YOKOHAMA VIA NA-GASAKI AND KOBE	ROHILLA	(About 7th July)	(Passing through the Inland Sea.) Freight or Passage.
	C. H. S. Toyne		

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.
 Hongkong, 27th March, 1900. [1]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
 FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
GLENGOE	3,750	W. Frakes	July 3rd	SARGYLL	2,907	W. S. Thomson	June 30
QUEEN ADELPHI	2,550	P. McNair	July 25th	MONSIEUR	2,574	J. Kennedy	Aug. 1
DUKE OF FIFE	3,521	J. S. Cox	July 22nd	BRABHAM	3,661	W. Watt	Aug. 25
VICTORIA	3,592	J. Pantou	Aug. 1st	SARGYLL	2,907	W. S. Thomson	Sept. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 447.
 Excellent accommodation. First class Table, DOCTOR and STEWARDES, carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, 441.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 228.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DRYDEN and ST. MICHAEL.

Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.
 Hongkong, 24th May, 1900. [10]

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900
 "EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 15th July, 1900
 "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 5th Aug., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender Street.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
OLDENBURG	THURSDAY	28th June
BAYERN	THURSDAY	13th July
STUTTGART	THURSDAY	26th July
KONIG ALBERT	THURSDAY	9th August
WEIMAR	THURSDAY	23rd August
ERZBISCHOF	THURSDAY	6th September
FRUEBSEN	THURSDAY	20th September
HAMBURG (Hamburg-Amerika Line)	WEDNESDAY	3rd October
SACHSEN	WEDNESDAY	17th October
OLDENBURG	WEDNESDAY	31st October
BAYERN	WEDNESDAY	14th November
STUTTGART	WEDNESDAY	28th November
KONIG ALBERT	WEDNESDAY	12th December
ERZBISCHOF	WEDNESDAY	26th December

ON THURSDAY, the 28th day of June, 1900, at Noon, the Steamship "OLDENBURG" of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon on FRIDAY, the 29th June. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 27th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 27th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than 22.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 15th June, 1900. [6]

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE). (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA Capt. Ostermann	{ NEW YORK (via Suez Canal)	{ On 30th June } Freight.
SAMBIA Capt. G. Schmidt	{ COLOMBO, HAVRE, BREMER- HAVEN & HAMBURG (London with transshipment in Hamburg)	{ On 3rd July } Freight.
WITTENBERG Capt. Hempel	{ HAVRE AND HAMBURG (London with transshipment in Hamburg)	{ About 17th July } Freight.

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) TUESDAY, June 23,
1900, at Noon.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, July 21,
1900, at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) THURSDAY, Aug. 18,
1900, at Noon.

THE Steamship "AMERICA MARU" will
be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, AND HONO-
LULU on TUESDAY, the 23rd June, 1900,
at Noon, taking Freight and Passengers for
Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
company's and connecting Steamers.

Freight will be received on board until 4 p.m.
on SATURDAY, the 24th July, 1900, at Noon,
taking passengers and cargo for the above ports.
SILK and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 25th June, 1900.

VESSELS ON THE BERTH.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA,"
Captain Ostermann, will be despatched for the
above port on or about 25th June.
For Freight, apply to
CARLOWITZ & CO.
Agents.

Hongkong, 24th May, 1900. [1420]

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY, MADRAS,

CALCUTTA, DUBOUI,

EGYPT, MARSEILLES, MEDITER-

RAEAN AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 2nd July, 1900, at

4 p.m. the Company's Steamship

"LAOS," Captain Flaudin, with Mail,

Passengers, Specie, and Cargo, will leave

this port for MARSEILLES via ports of call

WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.

Specie and Parcels until 3 p.m. on the 1st

July. (Parcels are not to be sent on board;

they must be left at the Agency's Office.) Con-

tents and Value of Packages are required.

For further Particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th June, 1900. [2]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's

Mails, will be despatched from this port for Bombay

on SATURDAY, the 24th July, 1900, at Noon,

taking passengers and cargo for the above ports.

SILK and Valuable, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay with transhipment.

Parcels will be received at this Office until

4 p.m. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's Bills

of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 25th June, 1900.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above

on SATURDAY, the 14th July, at 4 p.m.

The attention of Passengers is directed to the

Superior Accommodation offered by this

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh Pro-

visions during the entire voyage.

A duly qualified Surgeon is carried, and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-

pany to and from AUSTRALIA are available for

return by the Steamers of the EASTERN AND

AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th June, 1900. 1780

CHINA NAVIGATION COMPANY,
LIMITED.

FOR QUEENSLAND PORTS, SYDNEY
AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above

on SATURDAY, the 14th July, at 4 p.m.

The attention of Passengers is directed to the

Superior Accommodation offered by this

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh Pro-

visions during the entire voyage.

A duly qualified Surgeon is carried, and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-

pany to and from AUSTRALIA are available for

return by the Steamers of the EASTERN AND

AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th June, 1900. 1781

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"

Captain Jackson, will be despatched as above

on TUESDAY, the 24th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th June, 1900. 1758

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AMERICA, in connection with THE

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to
DODD & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via

Shanghai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) THURSDAY, July 5,
at Noon.

CHINA (via Shang-
hai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) TUESDAY, July 31,
at Noon.

CITY OF RIO DE JANEIRO
(via Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, Aug. 25,
at Noon.

THE Company's Steamship "CITY OF

PEKING" will be despatched for SAN

FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-

HAMA, AND HONOLULU, on THURS-

DAY, the 5th July, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of overland Rail

routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER AND RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have, between

San Francisco and Chicago, the option of

the SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER AND RIO GRANDE,

and other direct connecting Railways, and from

Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 p.m.

the day previous to sailing. Parcel Packages

will be received at the office until 5 p.m. same

day. All Parcel Packages should be marked to

address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to passage and

Freight, apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 11th June, 1900. [3]

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA, AND EUROPE, THE

OVERLAND RAILWAYS AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) SATURDAY, July 14,
at Noon.

DORIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) TUESDAY, Aug. 7,
at Noon.

Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) SATURDAY, Sept. 1,
at Noon.

THE Company's Steamship "GALIC"

will be despatched for SAN FRAN-

CISCO via SHANGHAI, NAGASAKI,

KOBE, INLAND SEA, YOKOHAMA,

AND HONOLULU on SATURDAY, the 14th

July, 1900, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates and particu-
lars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare, re-embur-

sing at San Francisco for China or Japan (or

vice versa) within one year, will be allowed dis-

count of 10 per cent. This allowance does not

apply to through fares from China and Japan to

Europe.

All PARCEL PACKAGES should be marked to

address in full; and same will be received at the

Company's Office until FIVE P.M. the day pre-

vious to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco

POST OFFICE NOTICES.

The City of Peking, with the American Mail, left Shanghai on Saturday, the 23rd instant, at 5 p.m., and may be expected here to-day.
The Stuttgart, with the German Mail dated Berlin 25th ultimo, left Singapore on Friday, the 22nd inst., at 9 a.m., and may be expected here to-morrow.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Swatow	Formosa	Tuesday, 26th, 9.00 A.M.
Hainan and Pakhoi	Hainan	Tuesday, 26th, 9.00 A.M.
Haiphong	Haiphong	Tuesday, 26th, 10.00 A.M.
Shanghai	Shanghai	Tuesday, 26th, 10.00 A.M.
Moji	Moji	Tuesday, 26th, 10.00 A.M.
Singapore, Penang and Calcutta	Singapore	Tuesday, 26th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONGKONG, and SAN FRANCISCO.	America Maru	Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the ship. Extra postage 10 cents)
Swatow, Amoy and Taiwan	Amoy Maru	Tuesday, 26th, 5.00 P.M.
Hainan and Haiphong	Hainan	Tuesday, 26th, 5.00 P.M.
Haiphong	Haiphong	Wednesday, 27th, 9.00 A.M.
Singapore	Singapore	Wednesday, 27th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of India	Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the ship. Extra postage 10 cents)
Manila and Hongkong	Kaifeng	Wednesday, 27th, 4.00 P.M.
Manila	Diamond	Thursday, 28th, 4.00 P.M.
EUROPE, &c., India via Taitoulin	Oldenburg	Registration, 10.00 A.M. (Late Letters 11.10 to 12.30 A.M. Extra Postage 10 cents)
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Yucanang	Thursday, 28th, 3.00 P.M.
Moji, Kobe, Yokohama and Portland, Or.	Avon	Saturday, 30th, 11.00 A.M.
EUROPE, &c., India via Taitoulin	Loos	Registration, 11.00 A.M. (Late Letters 11.10 to 12.30 P.M. Extra Postage 10 cents)
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Chingtu	Saturday, 30th, 3.00 P.M.

TO-MORROW.

Sale, Surplus Stores, etc., Central Police Station, Messrs. Hughes and Hough, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	ON LONDON.
Bank Bills, on demand	1/11
Bank Bills, at 30 days sight	1/11
Bank Bills, at 4 months sight	1/11
Credits, at 4 months sight	2/0
Documentary Bills, 4 months sight	2/0
ON PARIS.	ON PARIS.
Bank Bills, on demand	2/47
Credits, at 4 months sight	2/51
ON GENEVA.	ON GENEVA.
On demand	2/01
ON NEW YORK.	ON NEW YORK.
Bank Bills, on demand	48
Credits, 60 days sight	49
ON BOMBAY.	ON BOMBAY.
Telegraphic Transfer	147
Bank, on demand	147
ON CALCUTTA.	ON CALCUTTA.
Telegraphic Transfer	147
Bank, on demand	147
ON SHANGHAI.	ON SHANGHAI.
Bank, at sight	71
Private, 30 days sight	72
ON YOKOHAMA.	ON YOKOHAMA.
On demand	3 1/2 p.m.
ON MANILA.	ON MANILA.
On demand	2 1/2 p.m.
ON SINGAPORE.	ON SINGAPORE.
On demand	1 1/2 p.m.
ON BATAVIA.	ON BATAVIA.
On demand	118
ON HAIPHONG.	ON HAIPHONG.
On demand	2 1/2 p.m.
ON SAIGON.	ON SAIGON.
On demand	3 p.m.
ON BANGKOK.	ON BANGKOK.
On demand	60
SOVEREIGNTY Bank's Buying Rate	10.00
GOLD LEAF, 100 fms. per tael	52.50
BAR SILVER, per oz.	27 1/2

OPIUM.

Quotations are—	Allow on net. 1 catty.
Malwa New	8880 to — per picul.
Malwa Old	8910 to 8920 "
Malwa Older	8940 to 8950 "
P. P. per-wrapped	8870 to — "
Persian fine quality	8910 to — "
Persian extra fine	8920 to — "
Patna New	8100 to — per chest.
Patna Old	8100 to — "
Benares New	8100 to — "
Benares Old	8100 to — "

PASSENGERS.

Per *Onan*, from Saigon, 171 Chinese.
Per *Kiduch*, from Singapore, 735 Chinese.
Per *Formosa*, from Taiwan, 30, Rev. and Mrs. W. Campbell, Messrs. Schröder, H. Arthur, R. Hurley and E. Sloan Esq.
Per *Diamond*, from Manila, Messrs. Hubbard, A. J. and Halliday, Miss Fianjco, Mr. and Mrs. E. R. Kellam.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. steamer *City of Peking*, with Mails, &c., left Shanghai for this port on Saturday, the 23rd instant, at 5 p.m. and may be expected here to-day.
The O. & O. steamer *Gaule*, with Mails, &c., from San Francisco to the 6th instant, via Honolulu, left at Yokohama, and left for this port on the 26th instant, via Inland Sea, Kobe, Nagasaki and Shanghai.
The T. K. K. steamer *Hongkong Maru*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 14th instant.
The P. M. steamer *China*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd instant.
THE GERMAN MAIL.
The Imperial German Mail steamer *Stuttgart*, carrying the German Mails with dates from Berlin of the 28th ultimo, left Singapore on Friday, the 22nd instant, and may be expected here to-morrow.
The German Mail steamer *Oldenburg* left Shanghai on Saturday, the 23rd instant, and may be expected here to-morrow.
THE CANADIAN MAIL.
The C. P. R. steamer *Empress of Japan* left Vancouver on Tuesday, the 16th instant, for Hongkong via usual ports of call.

JOINT STOCK SHARES.

HONGKONG, 26th June.

STOCKS.	NO. OF SHARES.	ISSUE PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.				
Hongkong and Shanghai Banking Corporation	80,000	\$125	30/- div. & 10/- bonus at 1/11 p.d. = \$23.33 for 1st half year '99	\$10 p. ct. pr. = \$512.50
Bank of China & Japan, Ltd.	199,875	25	None	46.50
Do. Debetors	1,250	41	None	46.50
National Bank of China, Ltd.	10,970 A	410	2 1/2% for 1899	\$27, buyers
Do. Founders' Shares	29,935 B	410	2 1/2% for 1899	\$27
Union Bank of China, Ltd.	750,000	21	None	25
MARINE INSURANCE.				
Union Ins. Society, Ltd.	10,000	\$250	30 p. ct. = \$18 for 1898	\$28 1/2
China Trade Ins. Co., Ltd.	24,000	\$333	10 p. ct. for 1898	\$46, sales
North China Ins. Co., Ltd.	5,000	210	10 p. ct. = \$21 for 1898	\$11.10
Yangtze Ins. Assn., Ltd.	5,000	\$100	30 p. ct. for 1897	\$121, sellers
Canton Insurance Co., Ltd.	10,000	\$250	\$11 for 1898	\$123, sales
Swatow Insurance Co., Ltd.	30,000	\$100	30 p. ct. for 1895	\$1, buyers
FIRE INSURANCE.				
Hongkong Fire Ins. Co., Ltd.	5,000	\$250	\$27 for 1898	\$255, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	30 p. ct. for 1898	\$19, sales and sellers
SHIPPING.				
Hongkong, Canton and Swatow S. S. Co., Ltd.	80,000	\$15	\$1.20 for half year ended 31-12-98	\$31, sellers
Imperial S. S. Co., Ltd.	60,000	410	10 p. ct. for 1898	\$35, sales
China & Manila S. S. Co., Ltd.	6,000	410	10 p. ct. for 1898	\$35, sales
China & Manila S. S. Co., Ltd.	14,000	410	10 p. ct. for 1898	\$35, sales
Douglas Steamship Co., Ltd.	20,000	\$50	12 p. ct. for year ending 30-6-99	\$47 1/2, sellers
China Mutual S. S. Co., Ltd.	20,000	410	10 p. ct. for 1898	\$31, sales
China Mutual S. S. Co., Ltd.	20,000	410	10 p. ct. for 1898	\$31, sales
Do. Ordinary	20,000	410	10 p. ct. for 1898	\$31, sales
Star Ferry Co., Limited	10,000	\$10	\$1.00 = 12 p. ct. for 1898	\$17 1/2, old sellers
Shell Transport & Trading Co., Limited	18,000	\$100	10 p. ct. for 1898	\$430
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	Final of \$5 = \$7 for '99 taken out of Equalized Fund	\$122, sales
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$8 for 1897	\$36
MINE.				
Punjom Mining Co., Ltd.	60,000	\$1	None	\$6, sellers
Do. Preference	30,000	\$1	None	\$140
Société Fran. des Char. de la Chine	10,000	\$250	None	\$290, sellers
Queensland Mining Co., Ltd.	400,000	25 cts.	None	17, buyers
Jelabu Mining and Trading Co., Ltd.	45,000	\$3	5 p. ct. for half year ended 31-12-98 (coupon 9)	\$12
Raub Australian Gold Mining Co., Limited	200,000	41	10 p. ct. for 1898	\$68, buyers
Oliver's Freehold Mines, Limited	15,000	\$5	None	\$24
Great Eastern and Col. Gold Mining Co., Ltd.	140,000	\$3	First year	60 cents
Do. Preference	70,000	\$1	First year	40 cents
DOCKS, WHARVES, &c.				
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	30 p. ct. & 12 p. ct. bonus for 1898	\$25 p. ct. pr. = \$781.25
Hongkong and Whampoa Dock Co., Limited	20,000	\$50	10 p. ct. for 1898	\$85, sellers
Wharf and Dock Co., Ltd.	2,000	\$100	Final of \$11 = \$8 for 1898	\$56, buyers
Wharf and Dock Co., Ltd.	2,000	\$100	Final of \$11 = \$8 for 1898	\$21, buyers
New Amoy Dock Co., Ltd.	6,000	\$63	22 p. ct. for 1898	\$21, buyers
LANDS, HOTELS & BUILDINGS.				
Hongkong Land Investment Co., Ltd.	50,000	\$100	Final of \$31 = \$0 for 1898	\$150, sales
West Point Building Co., Ltd.	6,000	\$50	10 p. ct. for 1898	\$151, sellers
Hongkong Hotel Co., Ltd.	12,500	\$50	10 p. ct. for 1898	\$47 1/2
Humphreys Est. & Fin. Co.	55,000	\$10	10 p. ct. for 1898	\$107 1/2, sellers
COTTON MILLS.				
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	31 p. ct. for period ending 31-12-98	Tls. 69
International Cotton Spinning and Weaving Co., Ltd.	10,000	\$100	3 p. ct. on account '98	Tls. 69
Loan Tung-mow Cotton Spinning Co., Ltd.	8,000	\$100	10 p. ct. for 1898	Tls. 69
Soy Chee Cotton Spinning Co., Ltd.	2,000	\$100	10 p. ct. for 1898	Tls. 69
Yahloong Cotton Spin. Co., Ltd.	7,000	\$100	None	Tls. 40
Hongkong Cotton Spin. & Weav. & Dye Co., Ltd.	12,000	\$100	None	\$37, sellers
MISCELLANEOUS.				
Green Island Cement Co., Ltd.	50,000	\$10	10 p. ct. for 1898	\$214, sellers
China Borneo Co., Ltd.	7,000	\$20	None	\$26, buyers
A. S. Watson & Co., Ltd.	60,000	\$10	Final of 6 p. ct. making 11 p. ct. for '99	\$151, buyers
Hongkong Electric Co., Ltd.	30,000	\$10	60 cents on 10-7-99	\$11.85, sales and sellers
Hongkong and China Gas Co., Limited	7,000	410	10 p. ct. for 1898	\$127
Company, Limited	10,000	\$50	10 p. ct. for 1898	\$170
Hongkong Rope Mfg. Co., Ltd.	6,000	\$25	25 p. ct. for 1898	\$48, sellers
Geo. Fenwick & Co., Ltd.	5,000	\$25	Final of \$10 = \$12 for '99	\$165, sales and sellers
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	10 p. ct. for 1898	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$74	8 p. ct. for 1898	\$81, sales
Campbell & Co., Ltd.	2,000	\$25	10 p. ct. for 1898	\$81, sales
H. K. & China Bakery Co., Ltd.	1,000	\$50	10 p. ct. for 1898	\$50
Campbell, Moore & Co., Ltd.	1,200	\$10	12 p. ct. for 1898	\$30, buyers
Bell's Asbestos & Agcy. Ltd.	10,000	41	None	\$14, sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	None	\$84, sales
Tebrau Planting Co., Ltd.	10,000	\$5	None	\$3, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	80 cents for period ending 31-12-98	\$8.90, sellers
Watkins, Limited	1,000	\$10	8 p. ct. for 1898	\$10, sales

J. Y. V. VERNON, BROKER.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 24th JUNE, P.M.

CHINA COAST METEOROLOGICAL REGISTER, 24th JUNE, P.M.							
STATION.	Hour.	Barometer. at level of Sea.	Thermom- eter.	Humidity.	Direction.	Force.	Wind.
Vladivostok	2 p.	29.71	73	75	SW	4	Cloudy
Tokyo	"	29.73	73	75	SW	4	Cloudy
Kobe	"	29.72	73	75	SW	4	Cloudy
Nagasaki	"	29.73	73	75	SW	4	Cloudy
Kagoshima	"	29.73	73	75	SW	4	Cloudy
Taihouku	1 p.	29.69	73	75	SW	4	Cloudy
Taihu	"	29.62	73	75	SW	4	Cloudy
Taiwan	"	29.63	73	75	SW	4	Cloudy
Swatow	"	29.65	73	75	SW	4	Cloudy
Canton	"	29.62	73	75	SW	4	Cloudy
Gutzlaff	3 p.	29.67	73	75	SW	4	Cloudy
Sharp Peak	"	29.72	68	98	S	5	Cloudy
Amoy	"	29.72	67	70	SW	4	Cloudy
Swatow	"	29.62	67	70	SW	4	Cloudy
Canton	"	29.73	80	77	S	5	Cloudy
Hongkong	4 p.	29.77	82	79	SW	5	Cloudy
Victia Peak	"	29.77	83	81	SW	5	Cloudy
Gap Rock	"	29.77	87	87	SW	5	Cloudy
Macao	1 p.	29.77	87	87	SW	5	Cloudy
Haiphong	1 p.	29.84	85	87	SW	5	Cloudy
Manila	4 p.	29.84	85	87	SW	5	Cloudy
Makoto	3 p.	29.84	85	87	SW	5	Cloudy
Bacool	"	29.84	85	87	SW	5	Cloudy
Hilo	"	29.85	82	87	SW	5	Cloudy
C. S. James	"	29.83	87	87	SW	5	Cloudy
23th JUNE, A.M.							
Vladivostok	7 a.	29.71	73	75	SW	4	Cloudy
Tokyo	10 a.	29.73	73	75	SW	4	Cloudy
Kobe	"	29.72	73	75	SW	4	Cloudy
Nagasaki	"	29.73	73	75	SW	4	Cloudy
Kagoshima	"	29.73	73	75	SW	4	Cloudy
Taihouku	5 a.	29.65	73	75	SW	4	Cloudy
Taihu	"	29.62	73	75	SW	4	Cloudy
Taiwan	"	29.63	73	75	SW	4	Cloudy
Swatow	"	29.65	73	75	SW	4	Cloudy
Canton	"	29.62	73	75	SW	4	Cloudy
Gutzlaff	9 a.	29.67	69	90	SW	4	Cloudy
Sharp Peak	"	29.76	80	79	S	5	Cloudy
Amoy	"	29.84	84	79	SW	5	Cloudy
Swatow	"	29.82	82	79	SW	5	Cloudy
Canton	"	29.82	82	79	SW	5	Cloudy
Hongkong	10 a.	29.85	89	79	SW	5	Cloudy
Victia Peak	"	29.85	89	79	SW	5	Cloudy
Gap Rock	"	29.86	89	79	SW	5	Cloudy
Macao	"	29.84	86	79	SW	5	Cloudy
Haiphong	7 a.	29.84	86	79	SW	5	Cloudy
Manila	10 a.	29.82	88	72	SW	5	Cloudy
Makoto	"	29.82	88	72	SW	5	Cloudy
Bacool	"	29.82	88	72	SW	5	Cloudy
Hilo	"	29.83	87	72	SW	5	Cloudy
Cebu	"	29.83	87	72	SW	5	Cloudy
C. S. James	7 a.	29.83	87	72	SW	5	Cloudy